

PART 3

Transportation Recommendations

Transportation Recommendations

Functional Road Classification

All major roads in the study area are classified on Map 3 according to how they are expected to function in the future. A definition of each road category can be found in Appendix C.

The future road system includes three principal arterials (I-95, White Marsh Boulevard, and Pulaski Highway), six minor arterials (Philadelphia Road, Rossville Boulevard, Cowenton Avenue, Ebenezer Road, Campbell Boulevard, and King Avenue), and three collectors (Franklin Square Drive, Lennings Avenue, and Yellow Brick Road). Middle River Road, presently classified as a collector, will function as a local street after the construction of King Avenue extended.

The 1986 Federal Highway Functional Classification Map prepared by the State Highway Administration should be revised to reflect the road classifications recommended above. Specifically, the following changes should be made: reclassify Middle River Road from a collector to a local street; reclassify Franklin Square Drive, Lennings Avenue, and Yellow Brick Road from local streets to collectors; and reclassify King Avenue from a collector to a minor arterial.

Future Road Improvements

Recommendations are made in Table 8 for important road improvements in the study area. Additional comments are provided below for key projects. Most of these recommendations provide more details on proposals contained in the 1989 Baltimore County Master Plan. The recommendations do not include projects that are currently under way or imminent (e.g., the widening of I-95 and the realignment of the segment of Philadelphia Road nicknamed Devil's Elbow).

Philadelphia Road. As more and more open land within the corridor is converted to residential, industrial, and other uses, Philadelphia Road will have to assume increased traffic carrying responsibilities. The existing roadway is insufficient if increased traffic is expected to move safely and efficiently in the future. At a minimum, Philadelphia Road should be widened to provide one travel lane in each direction with a continuous center turn lane and/or paved shoulders throughout the corridor. Ultimately, however, a roadway providing two travel lanes in each direction will likely be required to meet future transportation needs. It is recommended that the State Highway Administration conduct

a project planning study for the improvement of Philadelphia Road. The study should evaluate the two basic improvement alternates identified above. The final design of Philadelphia Road should be based upon traffic capacity needs, safety considerations, and physical constraints. The final design should fully consider and minimize impacts on abutting properties. Improvements should include upgrading the undersized culverts under the roadway.

Campbell Boulevard. Construct an extension of Campbell Boulevard from its present terminus at I-95 to intersect with Philadelphia Road, and with Pulaski Highway just outside the study area. This road will provide direct access to the White Marsh Town Center. The I-95 to Philadelphia Road segment will be built by developers. The Philadelphia Road to Pulaski Highway segment will be built by Baltimore County. Ultimately, Campbell Boulevard should be extended in a southeasterly direction from Pulaski Highway to connect with the planned extension of Maryland Route 43 near Eastern Boulevard.

Yellow Brick Road. Construct an extension of Yellow Brick Road from its present point of termination to intersect with the proposed King Avenue extension. The alignment of Yellow Brick Road should be roughly parallel to, and equidistant from, Philadelphia Road and the CSX Railroad. Yellow Brick Road will provide access to the undeveloped land adjoining the CSX Railroad. Land located between future Yellow Brick Road and the CSX Railroad is a valuable resource because its relative isolation from residential areas and its potential for rail service makes it an attractive industrial area. Yellow Brick Road will also provide alternate access for industrial uses located along Philadelphia Road. As an arterial highway, the primary function of Philadelphia Road should be to accommodate the movement of through traffic rather than provide access to abutting properties. To help minimize local industrial traffic on Philadelphia Road, vehicular access to Yellow Brick Road for existing, expanded, or new industrial facilities along Philadelphia Road should be developed wherever feasible and all truck ingress and egress should be via Yellow Brick Road. Yellow Brick Road will be built in stages by developers as adjacent properties are developed.

Franklin Square Drive. Construct an extension of Franklin Square Drive from its present terminus near King Avenue to intersect with the proposed extension of Campbell Boulevard. This road will provide local residents an alternate route to Philadelphia Road for accessing Rossville Boulevard, King Avenue, and Campbell Boulevard.

Intersection of Philadelphia Road and Cowenton Avenue/
Ebenezer Road. Realign the eastern end of Cowenton Avenue
to meet Ebenezer Road at Philadelphia Road creating a four-
legged intersection. Signalization is recommended to insure
the safe operation of this intersection.

Philadelphia Road at White Marsh Boulevard. Construct
an interchange at Philadelphia Road and White Marsh Boule-
vard. This interchange will enhance access to White Marsh
Boulevard and I-95 for existing and future development within
the corridor.

Mass Transit

In the future, the need for mass transit will grow in
importance as population and employment increases occur both
inside and outside the study area. It is highly unlikely
that road improvements alone will adequately address long-
term transportation needs.

Given the future population and employment increases
which are expected in the study area, there will be consider-
able potential for expansion of MTA bus service. Coverage
and frequency of bus service will be based upon future demand
and the availability of funding. MTA should expand and up-
grade bus service to the maximum extent practicable as needs
are established.

The State and the County should actively support imple-
mentation of the recommended strategies for Corridor 2
(Cecil/Harford/White Marsh/Baltimore) contained in the recent-
ly completed Maryland Statewide Commuter Assistance Study.
Recommendations for major improvements include: (1) provide
high occupancy vehicle lanes on I-95, (2) initiate feeder bus
service to the Maryland Rail Commuter (MARC) service between
Perryville and Baltimore, and (3) provide high capacity tran-
sit service between Baltimore and White Marsh.

Table 8

Future Road Improvements
Philadelphia Road Corridor Study Area

Project	Timing*	Ultimate Width		Primary Responsibility for Implementation
		Pavement	ROW	
A. Upgrade Philadelphia Road	Long-range	Unknown	80'	State
B. Extend Campbell Boulevard to Pulaski Highway	Short-range	50'	70'	Private Sector and County
C. Extend King Avenue to Middle River Road	Continual	50'	70'	Private Sector
D. Widen King Avenue from Franklin Square Drive to I-95	Long-range	50'	70'	County
E. Extend Yellow Brick Road to the proposed King Avenue extension	Continual	50'	70'	Private Sector
F. Extend Franklin Square Drive to the proposed Campbell Boulevard extension	Continual	48'	70'	Private Sector
G. Improve the intersection of Philadelphia Road and Cowenton Avenue/Ebenezer Road	Short-range	--	--	County and State
H. Widen Cowenton Avenue	Long-range	50'	70'	Private Sector and County
I. Widen Ebenezer Road	Long-range	50'	70'	County
J. Widen Rossville Boulevard north of Ridge Road	Short-range	55'	75'	County
K. Extend Lennings Lane to the proposed Yellow Brick Road extension	Continual	36'	70'	Private Sector
L. Widen Mohrs Lane	Continual	40'	60'	Private Sector
M. Widen Ridge Road from Philadelphia Road to Square Ridge Road	Long-range	40'	60'	County and Private Sector
N. Construct an interchange at Philadelphia Road and White Marsh Boulevard	Short-range	--	--	County and State

* Short-range indicates a time frame within five years. Long-range indicates a time frame of six years or more. Continual indicates gradual but steady progress on a parcel-by-parcel basis.